

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

2104761733 T-476 //

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

## 1 NAME

HISTORIC

CHESAPEAKE BAY SKIPJACK, "RELIANCE"

AND/OR COMMON

## 2 LOCATION

STREET &amp; NUMBER

Knapps Narrows

NOT FOR PUBLICATION

CITY, TOWN

Tilghman

VICINITY OF

First

STATE

Maryland

CODE

24

COUNTY

Talbot

CODE

041

## 3 CLASSIFICATION

## CATEGORY

☐ DISTRICT  
☐ BUILDING(S)  
☐ STRUCTURE  
☐ SITE  
☒ OBJECT

## OWNERSHIP

☐ PUBLIC  
☒ PRIVATE  
☐ BOTH  
**PUBLIC ACQUISITION**  
☐ IN PROCESS  
☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
**ACCESSIBLE**  
☒ YES: RESTRICTED  
☐ YES: UNRESTRICTED  
☐ NO

## PRESENT USE

☐ AGRICULTURE  
☒ COMMERCIAL  
☐ EDUCATIONAL  
☐ ENTERTAINMENT  
☐ GOVERNMENT  
☐ INDUSTRIAL  
☐ MILITARY  
☐ MUSEUM  
☐ PARK  
☐ PRIVATE RESIDENCE  
☐ RELIGIOUS  
☐ SCIENTIFIC  
☐ TRANSPORTATION  
☐ OTHER:

X Boat

## 4 OWNER OF PROPERTY

NAME

Mrs. Nelly C. Greene

send mail to Peter Teeling  
(see back)

STREET &amp; NUMBER

206 Claude Street

CITY, TOWN

Annapolis

VICINITY OF

STATE

Maryland 21401

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Vessel Documentation Office

STREET &amp; NUMBER

Department of Transportation, U.S. Coast Guard

CITY, TOWN

Washington,

STATE

D.C.

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITOR / FOR  
SURVEY RECORDS

CITY, TOWN

STATE

T-476

**DESCRIPTION**

**CONDITION**

☐ EXCELLENT  
☐ GOOD  
☒ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

**CHECK ONE**

☒ UNALTERED  
☐ ALTERED

**CHECK ONE**

☐ ORIGINAL SITE  
☐ MOVED      DATE \_\_\_\_\_

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Reliance is a Chesapeake Bay skipjack built in 1904 at Fishing Creek, Maryland. She is a sloop-rigged sailing vessel presently used for dredging oysters in Maryland waters. She has a registered length of 41 feet and an over-all length of 60 feet. Her beam is 14 feet and her draft is 2.5 feet. Her dredge gear includes four pairs of dredges, dredge cables, and front and starboard dredge rollers; one set of winders; one four-cylinder winder motor; and one yawl boat with an eight cylinder motor. She has one suit of canvas sails. All running rigging is manila and all deck hardware is iron. Her deck layout includes a small cabin aft with three crude berths and a large hatch forward. This vessel is constructed of native Eastern Shore pine and all repairs have been made in the original style.

# SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

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SPECIFIC DATES	1904	BUILDER/ARCHITECT
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## STATEMENT OF SIGNIFICANCE

The significance of the skipjack Reliance is shared as well by her twenty-nine sisters who make up the last fleet of working sailing vessels in North America.

The "skipjack" is the final stage in a development that began with the Indian dugout and ended with the internal combustion engine. During the 1890's, rising costs and dwindling oyster harvests forced Chesapeake watermen to seek a replacement for the large and expensive "bugeye." The lines for this replacement were taken directly from the flat bottomed crab skiff. Because it had a flat bottom and hard chines, the resulting boat could be built cheaply. The economy of construction and the working characteristics of the skipjack made it hugely successful for the short period of time before the gasoline engine was generally accepted in the Bay.

During the non-oystering months skipjacks were used to haul fresh produce, lumber, and livestock to markets in Baltimore and Washington.


Today there are thirty survivors in a fleet that once numbered in the thousands. These boats are still being used to dredge for oysters in the Maryland waters of the Chesapeake Bay from November to March.


Each year the size of Maryland's oyster fleet declines. The prevailing attitude among watermen is that in five or six years time working sails will disappear from the Bay and those remaining skipjacks will have their masts cropped. Most of a working skipjack's enemies are economic: declining profitability in the face of increased mechanization and higher yard costs. With outside help it may be possible to stem the economic problems and preserve the working sail.


Brewington, M.V. Chesapeake Bay, A Pictorial Maritime History.  
Brewington, M.V. Chesapeake Bay Log Canoes and Bugeyes.  
Burgess, Robert H. Chesapeake Circle.  
Burgess, Robert H. Chesapeake Sailing Craft.  
Burgess, Robert H. This Was Chesapeake Bay.  
DeGast, Robert Oystermen of the Chesapeake  
Maryland Historical Society. Archives of Maryland


ACREAGE OF NOMINATED PROPERTY not applicable

UTM REFERENCES

A   
ZONE EASTING NORTHING

B   
ZONE EASTING NORTHING

C   
ZONE EASTING NORTHING

D   
ZONE EASTING NORTHING

**VERBAL BOUNDARY DESCRIPTION**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
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STATE	CODE	COUNTY	CODE
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njm

NAME / TITLE

Peter L. Teeling, Captain, Skipjack Reliance  
ORGANIZATION \_\_\_\_\_ DATE \_\_\_\_\_

DATE \_\_\_\_\_

Jan. 23, 1976

STREET &amp; NUMBER

TELEPHONE

151 Monticello Avenue

263-2492

CITY OR TOWN

STATE

Annapolis.

Marvland 21401

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL \_\_\_\_\_

STATE X

LOCAL \_\_\_\_\_

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

**TITLE**

DATE \_\_\_\_\_

**FOR NPS USE ONLY**

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

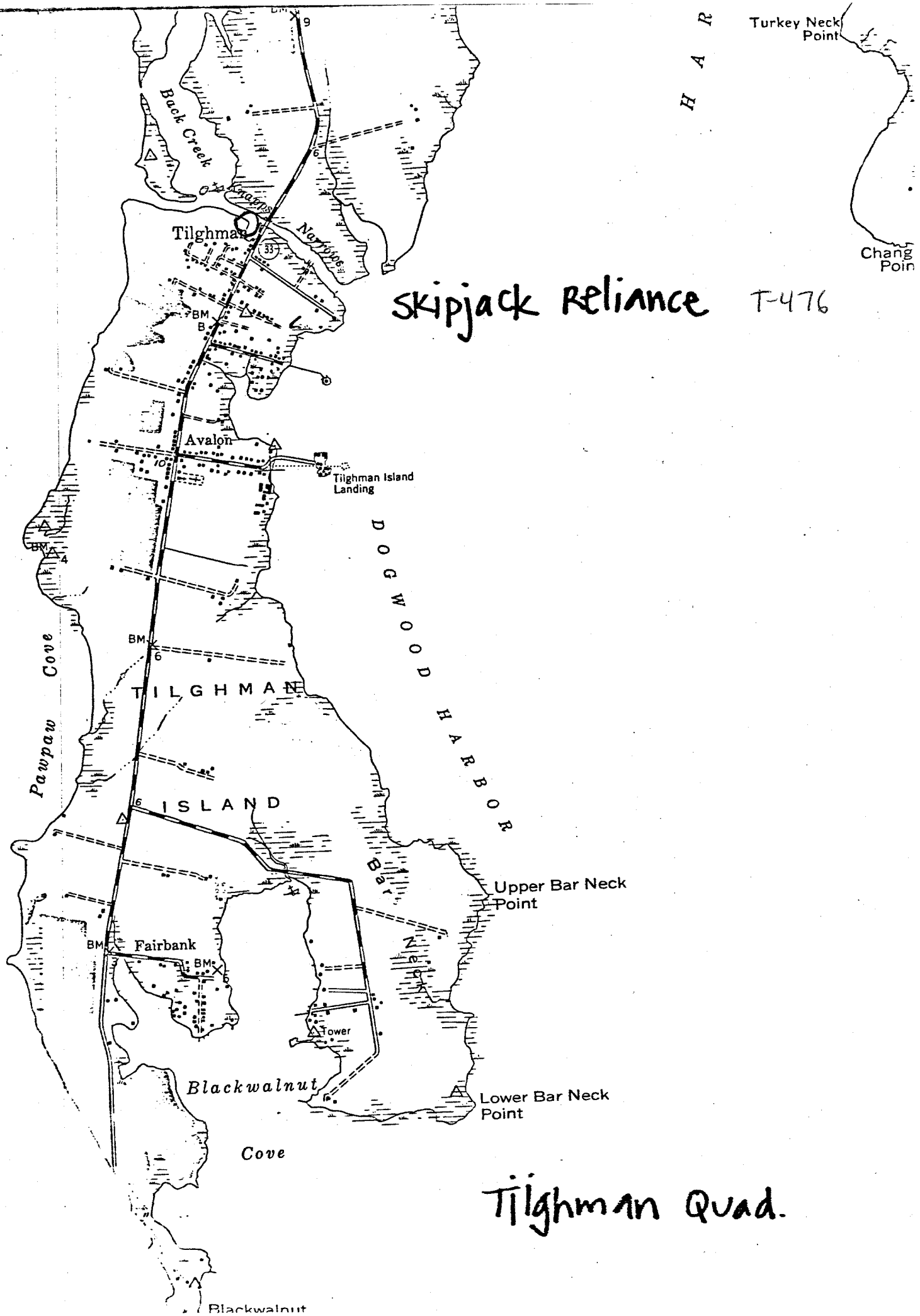
DATE \_\_\_\_\_

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE \_\_\_\_\_

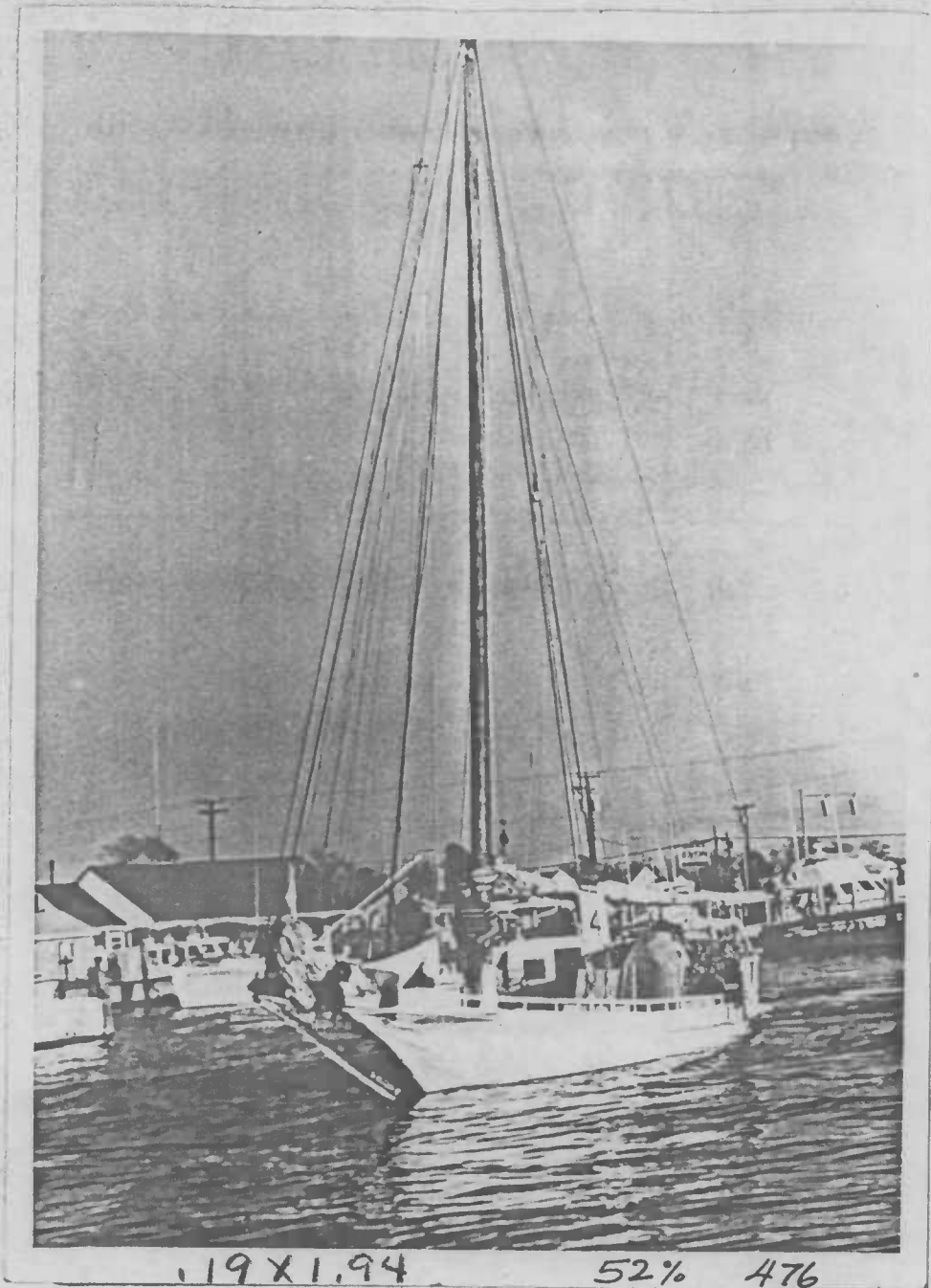
KEEPER OF THE NATIONAL REGISTER



Skipjack Reliance T-476

Tilghman Quad.

T-476



19X1.94

52% 476



P. Teeling

T-476

Reliance 8/75  
taken by J. Strandquist